

Memorandum

TO: James Zumpf, ADOT

FROM: Audrey Wennink, Hugh Louch, CS

DATE: July 31, 2006

RE: I-40 Profile – Kick Off Meeting Notes

ATTENDEES: Dave Barber, WACOG
Chris Fetzer, NACOG
Chuck Gillick, ADOT North Region Traffic
Walter Lavik, ADOT Flagstaff District
Hugh Louch, Cambridge Systematics
Ken Paetz, ADOT Region Traffic
Tom Platero, Navajo DOT
John Reid, Bureau of Land Management
Dave Sikes, ADOT Holbrook
Mike Warren, K-District (ADOT)
Audrey Wennink, Cambridge Systematics
Jim Zumpf, ADOT

Meeting Notes

Hugh Louch and Audrey Wennink presented a PowerPoint overview of the study tasks and schedule. TAC members were asked to comment on issues that should be considered in the I-40 study. Local jurisdictions are facing increased pressure for development. One thousand housing units were approved in 2005 in Mohave County. In Flagstaff the residential market is largely second homes; one third of homes are vacation homes. Southwest of I-40, a 3,800 home subdivision is likely to be 50 to 75 percent second homes. These homes are used sporadically, on weekends and holidays.

The commute from Flagstaff is becoming more congested. A large commuter volume has doubled ADT to 40,000. In Kingman the ADT is 35,000. The state system in the towns is very limited and the surface streets are in poor condition, so some commuter traffic uses I-40.

A Wal-Mart distribution center is being considered west of Kingman, and accommodations for freight traffic may be needed in that area. Truck operations on I-40 may require climbing lanes in mountainous areas. For example, two climbing lane projects have been implemented

recently (Devil Dog and Kingman between mileposts 88 and 90) and have been very beneficial. Additionally, operations strategies may need to be put in place to inform truckers of conditions during bad weather and to get them off the roadway during winter storms. Such strategies may be able to tie into the ITS system. If a significant incident occurs, vehicles need to be informed of options for alternative routes, which are limited. Other trucking needs may include rest areas and truck parking areas. Currently many trucks park on traffic interchanges because there is not sufficient parking.

Pavement conditions have deteriorated significantly due to heavy freight volume. Conditions are already to the point where it is hard to catch up with pavement maintenance activities.

Wildlife crossings/crashes are a significant issue, particularly between Ash Fork and Two Guns (mileposts 145-220). Two elk are hit by vehicles per day along that segment. ITS strategies to notify motorists of wildlife in the area may need to be explored.

The Department of Public Safety helps cover events on I-40. A lot of drug interdiction occurs on I-40. A DPS member should be added to the TAC; Bill McCane, Commander of the North Bureau was suggested to join the TAC.

The I-40 study will coordinate with other Regional Profiles. The Grand Canyon study kick-off meeting was held four months ago. The Navajo-Hopi study will begin in late 2006 or 2007.

Because Arizona is a tourist state, more rest stops may need to be put in place for tourists. Additionally, tourism kiosks might be beneficial. As part of the Transportation Enhancement Program, a new visitor's center is under consideration near the western entrance to the state.

The development of a casino is under consideration by the Navajo Nation and its potential impact should be considered on I-40. A theme park has also been studied in Williams at the Route 64 junction by a private company. The Williams Town Manager, Dennis Wells, may be able to provide some transportation modeling results from that study.

The TAC is requested to generate names of individuals to invite to future stakeholder meetings. Flagstaff is a good location for future TAC meetings.